SCUTTLING ARRANGEMENTS

The MBT venting/blowing arrangements proposed for sea dumping will be required. In this case they will be more elaborate as it is proposed to keep all MBTs separate. For SSN01 a total of 10 vent and blow pipes and valves would be needed. These would be of smaller diameter than the original design. An internal HPA supply from a bottle Group is not required; compressed air will be supplied when needed from support vessels. The scuttling procedure will be to attach the hull to floating crane(s), flood the ballast tanks and then fill the hull (by hoses to the salvage connections) until there is a slight negative buoyancy, lower the hull to the sea-bed, flood the hull through the salvage connections and then disconnect the crane cables. Sea bed operations at this depth would be by atmospheric pressure diver (JIM) or by ROV (SCORPIO). Bulkheads will be breached so that there is ~~first~~ just one compartment forward of the RC and one compartment aft of the RC. The hull will equalise to sea pressure through the salvage connections which will remain open. There will be no venting.

SALVAGE ARRANGEMENTS

The arrangement of 150 Ton lifting lugs, messenger wires and chocks specified for the sea disposal project would be required. However, consideration would have to be given to long-term corrosion resistance of the lug support structure and of the messenger wires/chocks. Undoubtedly a satisfactory combination of materials, coatings and preservative treatments could be found.

The salvage connections would be used for scuttling as well as salvage. It will be necessary to have specially designed fittings and pipework for this purpose. There would be four complete sets, one at each end of each